

**RED LINE REGIONAL RAIL TASK FORCE**  
**Meeting Summary**  
**January 25, 2012**  
**DISCUSSION SUMMARY**

---

---

**MEMBERS:** Mayor John Woods, Mayor of Davidson, Chair  
Vacant, Mecklenburg County Representative  
David Howard, Charlotte City Council  
Mayor Jeff Tarte, Mayor of Cornelius  
Mayor Jill Swain, Mayor of Huntersville  
Mayor Miles Atkins, Mooresville  
Bill Thunberg, Lake Norman Transportation Commission (Absent)  
Vacant, Iredell County Representative

**CATS**

**STAFF:** Carolyn Flowers, CEO, Director of Public Transit  
Brian Nadolny, North Corridor Project Manager  
Tina Votaw, Transit Planner  
Azania Herron, Public and Community Relations  
Penny Traywick, Office Assistant

**OTHERS:** Paul Morris, NCDOT Deputy Secretary for Transit  
Jack Flaherty, NCDOT Rail  
John Edwards, Norfolk Southern Corporation  
Anthony Roberts, Cornelius Town Manager  
Greg Ferguson, Huntersville Town Manager  
Bill Coxe, Huntersville Transportation Planner  
Leamon Brice, Davidson Town Manager (via conference call)  
Erskine Smith, Mooresville Town Manager (via conference call)  
Andrew Grant, Cornelius Assistant Town Manager (via conference call)  
Ruffin Hall, Assistant City Manager  
Carroll Gray, Lake Norman  
Dana Fenton, Intergovernmental Relations Mgr, City of Charlotte  
Mark Briggs, Parsons Brinckerhoff  
Katherine Henderson, KKH Consulting  
Lauren Blackburn, Davidson Planner  
Lisa Flowers, Assistant City Attorney  
Meg Cochrane, Assistant City Attorney  
Adam Guerino, City Finance  
Eric Hershberger, City Budget and Evaluation  
Rick Sanderson, TSAC Chairman  
Brent Jeffcoat, McGuireWoods  
Eric Spannberg, The Charlotte Business Journal  
Channels 9 and 14

Meeting time 3:00 pm – 5:00 pm

---

---

**I. Call to Order**

Mayor Woods introduced Miles Atkins, Mayor of Mooresville, who will be replacing Bill Thunberg on the Board. Mr. Thunberg will replace Carroll Gray as the Lake Norman Transportation Commission member.

**II. The minutes of the December 14, 2011 meeting were approved.**

**III. Discussion – Work Groups**

Erskine Smith reported that informational meetings are being held with Mooresville community members, Lowes and Iredell County. A Mooresville Task Force has held two meetings so far. Property owners are submitting questions which will be addressed in the next few weeks.

Leamon Brice reported a finance meeting was held with the Davidson business community, and those smaller businesses that didn't attend will be contacted. He said the information was generally well received. A work session is scheduled for February 28<sup>th</sup>.

Andrew Grant reported that a Cornelius Rail Task Force has been formed and has met twice. Communication is on-going in addition to the meetings, and another meeting is planned for the next few weeks. A financial and business plan analysis will be presented to Cornelius by Randall O'Toole from the CATO Institute on February 8th at 9:00 a.m. at Cornelius Town Hall, and also at the Lake Norman Transit Commission (LNTC) meeting that evening in Mooresville.

Greg Ferguson reported that the Huntersville Town Board held a work session on Jan 23. A follow-up meeting is scheduled for February 23rd. Also on February 23<sup>rd</sup>, Huntersville is hosting a P3 work session. Details to follow.

Ruffin Hall reported that PB and KHH will make a presentation on January 26th to the Transportation and Planning Committee, and will address questions at the February 23th meeting, with possible presentation to City Council on March 26 or Apr 9.

Mark Briggs reported that PB and KHH sat in on the Mecklenburg County Commission economic development committee meeting. Mark and Katherine gave a full presentation to the commission followed by Q&A. The presentation and all other RLRR information can be found at the Red Line Regional Rail (RLRR) website, [RedLineRegionalRail.org](http://RedLineRegionalRail.org).

Paul Morris reported that the Iredell County Commissioners were briefed on the business plan in November, 2011. The draft plan was discussed at the January 17<sup>th</sup> Iredell County Commission meeting and commissioners put on the record that in its current form they could not support the draft plan. They cited specific concerns and agreed to provide a list of their concerns and issues. Commissioner Ken Robertson will participate in the Mooresville working group. The commission will continue to review changes to the plan and address further issues as they become known.

Mr. Morris also reported that a briefing was held in December with the Executive Team of NCDOT hosted by Secretary Conti and NC Board of Transportation Chair Judge Collier. Board Members and Judge Collier attended the December summit. The Board of Transportation's Multi Modal Committee received a full briefing in January, and on

February 1 a briefing will be held with the Board of Transportation in Charlotte. NCDOT is reviewing the RLRR funding and financing approach as it applies to policy issues, and is identifying aspects of the project that have Statewide significance.

Mayor Woods encouraged the Review Adoption Group and the Mayors to engage in one-on-one conversations with the significant property owners within the proposed assessment districts. He also stressed that PB/KHH be involved in all conversations so that accurate information be disseminated.

#### **Health Impact Assessment Grant**

Lauren Blackburn reported on a grant received from the Centers for Disease Control which will be used for a health impact assessment of the RLRR system. The analysis will improve understanding of the potential health impacts, health improvements and costs to each of the communities affected by the rail line. The process includes interviews with stakeholders and others along the rail line, and community leaders. Lauren reported that the results of a health assessment done on the Lynx Blue Line showed that the introduction of light rail has had positive health results with reductions in weight and obesity levels in train riders. She would like to present the assessment findings at the February and March RLRR meetings. Handout attached.

#### **Norfolk Southern Railroad (NSRR)**

Although they have not been directly involved to this point, NSRR has shared a list of their concerns regarding the use of their right-of-way. With the emergence of the draft plan, NSRR has been invited to attend future RLRR meetings and participate in the plan's finalization. Mr. Morris stated that NCDOT believes there is opportunity to satisfactorily address and resolve the railroad's concerns so that the project can continue to implementation.

Mr. Morris requested approval from the Task Force to invite NSRR to the Review Adoption Working Group.

#### **Action Items**

**Mid March:** Specific dates for each entity to be determined. Any recommended changes to the plan should be submitted in writing to PB/KHH. Changes will be presented to the ten entities prior to making changes to the draft plan. Mr. Morris requested that he be apprised of changes as soon as possible. Mark Briggs requested that at the end of March, a presentation be given of the proposed changes to the draft plan.

#### **Schedule**

See the website for a complete calendar of upcoming events. ([RedLineRegionalRail.org](http://RedLineRegionalRail.org))

The next meeting will be held at 3:30 p.m. on February 22 at Charlotte Mecklenburg Government Center in Conference Room 266.

RED LINE TASK FORCE  
MEETING ATTENDEES

January 25, 2012

<u>Print Name</u>	<u>Organization</u>	<u>Email</u>
John Woods	Dawson	
Jill Swain	Huntersville	
Miles Atkins	Mooresville	
David Howard	Charlotte	
Katherine Henderson	KKH Consulting	kkhenderson@gmail.com
Mark Burgess	Provas Bankrupt	knsgm@pbwvald.com
Greg Ferguson	Huntersville	
Carolee Flores	CATS	cflores@charlotten.c.gov
Paul Morris	NETOT	pfmorris@ncdot.gov
Annyn Isaacwick	CATS	
Jack Feathery	NETOT	JFeathery@ncdot.gov
Brian Nadelny	CATS	bnadelny@charlotten.c.gov

**RED LINE TASK FORCE  
MEETING ATTENDEES**

January 25, 2012

<u>Print Name</u>	<u>Organization</u>	<u>Email</u>
Meg Carrane	CATS Legal	mcarrane@charlottenc.gov
Lisa Flowers	CATS Legal	lflowers@ci.charlotte.nc.gov
Tina Votaw	CATS Development	tvotaw@ci.charlotte.nc.gov
Rick Sanderson	TSAC Chairman	rick.sanderson@aacom.com
Adam Guerino	Charlotte Finance	aguerino@charlottenc.gov
Dana Feuston	CLT Mgr's Office	dfeuston@charlottenc.gov
Eric Hershberg	City Budget & Evaluation	ehershberg@charlottenc.gov
Brent Jostfrust	Ms Firewoods	brentjostfrust@meguireswoods.com
John Edwards	Norfolk Southern	john.edwards@ns.com
Azania Norton	CATS	azania@charlottenc.gov
Lauren Blackburn	Davidson	blackburn@ci.davidson.nc.us
Jeff Tarte	CORNEUS	mtart@cornelius.org

**RED LINE TASK FORCE**  
**MEETING ATTENDEES**

January 25, 2012

<u>Print Name</u>	<u>Organization</u>	<u>Email</u>
Ruffin Hall	City of Charlotte	r/hall@charlottenc.gov
Anthony Roberts	Town of Cornelius	aroberts@cornelius.org
Camel Gray	LNTC	CA-1150c@BellSouth.net
Bill Cox	Huntersville	bcaxe@huntersville.org

---

---

---

---

---

---

---

---

## **HIA Worksheet: Red Line Commuter Rail Project (Mooresville to Charlotte)**

### **What is a Health Impact Assessment (HIA)?**

A health impact assessment (HIA) is a process that combines multiple sources of data and analytical methods to estimate the potential health impacts, both positive and negative, that a project, plan, program, or policy may have on a population and the distribution of those impacts within a population. HIA serves as a way to provide decision-makers with information on how their decision could impact the health of those they serve, recommendations for improving the proposal being decided on, and suggested ways to mitigate harmful health impacts. Reporting of an HIA can take many forms including an appendix to an existing plan or document, executive summaries or brief handouts, or presentations to stakeholders and decision-makers.

### **HIA Process**

1. **Screening:** determines whether a proposal is likely to have health effects and whether the HIA will provide information useful to the stakeholders and decision-makers.
2. **Scoping:** establishes the scope of health effects that will be included in the HIA, the populations affected, the HIA team, sources of data, methods to be used, and alternatives to be considered.
3. **Assessment:** involves a two-step process that first describes the baseline health status of the affected population and then assesses potential impacts.
4. **Recommendations:** suggest design alternatives that could be implemented to improve health or actions that could be taken to manage the health effects, if any, that are identified.
5. **Reporting:** documents and presents the findings and recommendations to stakeholders and decision-makers.
6. **Monitoring and evaluation:** records the adoption and implementation of HIA recommendations, monitors the changes in health and health determinants, and evaluates the process, impact, and outcomes of an HIA.

Source: National Research Council of the National Academies. Improving health in the United States: the role of health impact assessment. Washington, DC: National Academies Press; 2011.

### **Similar HIAs**

- Baltimore Red Line Transit Project: <http://www.hiaguide.org/hia/baltimore-red-line-transit-project>
- MacArthur BART Transit Village: <http://www.hiaguide.org/hia/macarthur-bart-transit-village>
- Atlanta Beltline: <http://www.hiaguide.org/hia/atlanta-beltline>

### **Potential Health Impacts of the Red Line Regional Rail Project**

- *Positive Health Impacts to Promote*
  - Decrease in traffic in adjacent corridors decreasing air pollution and respiratory diseases.
  - Increased independence and access (jobs, open space, healthcare facilities, and healthy food) for those who are unable to drive (low-income individuals, the elderly, children, and certain handicapped persons).
  - Decrease in transportation costs for riders of transit versus personal vehicle resulting in greater disposable income for health promoting purchases (healthy food, health care, heating costs, etc.).
  - Increase of physical activity to and from station with expected infrastructure improvements, housing density, and mixed use development.
  - Increased housing and mixed used opportunities with Transit Oriented Design (TOD) leading to better access to healthy foods, health promoting services, affordable transportation, and affordable housing.
  - Increase in social cohesion and mental health due to the creation of city centers and gathering areas around stations.
  - Increased lighting and “eyes on the streets” around transit stations with transit-oriented developments leading to increased safety from crime.
- *Negative Health Impacts to Mitigate*
  - Increase in noise and vibration from train which could increase levels of stress for residents along the corridor.
  - Increase in train traffic on the railroad line which could increase collisions at street crossings.
  - Increase of noise and dust during construction which could lead to increased stress and respiratory attacks of surrounding residents.
  - Potential displacement of current residents which could result in stress, loss of social cohesion or support network, and concerns over available affordable housing.
  - Increase in foot traffic and localized traffic surrounding stations as people travel to and from the station could cause increased collisions.

### **Identified Stakeholders**

- North Carolina Department of Transportation
- Red Line Task Force
- CATS Project Manager
- Planning Directors and Staff for all the Municipalities along the Red Line
- Charlotte Mecklenburg Planning Commission
- Residents, Businesses, and Property Owners along the Red Line
- Expected Transit Users

### **Timeframe**

- March 2012- HIA Presentations to Metropolitan Transit Commission, Red Line Task Force, Davidson Board of Commissioners, other stakeholders
- June 2012- Deadline for Board of Commissioners to consider Adopting Joint Agreements for Red Line Regional Rail Project